

The FlyPaper

March 2021

The Official Newsletter for EAA Chapter 477, Charleston, South Carolina



Words From the President

Hello everyone. Hard to believe this is the end of the 1st quarter of 2021. I'll take the warmer weather.

I don't have much new info to report this month. One item is of interest if you own a piper airplane and are part of the wing spar AD. Don Bennett's shop is trying to get as many as possible airplanes to meet at his shop at a planned day. The reason being, we have a person who does eddy testing and if we have a group of airplanes the cost goes down a couple hundred dollars. Don can do the bolts. The cost of the bolts and labor, is not included in the eddy test price. Please contact us with any questions.

Still no movement on fixing Echo hangars. The airport and their insurance company are still negotiating or that's at least the title they gave it. I blame the "insurance company" for this inaction. The clock is ticking.

I hope to see paid members and a guest soon at our April 17th meal. This will be a closed, paid members and guest only dinner. Our way of thanking the members who stayed the course and kept their membership current during this very difficult time of the pandemic. From me, I can't thank all of you enough. Thank you!

We will need to RSVP Glen so that we will have a good head count. Glen will fill you on the details later in the newsletter. He will also provide the menu we are expecting.

Covid virus protocol will apply. And please, if you do intend to be at the meeting, let Glen know.

Be safe out there.....



Doug St Pierre
President EAA 477



Upcoming Events

EAA477 Chapter meeting

Unfortunately due to the current Covid cases climbing the Executive Board has decided to cancel the March meeting, but look to have an in-person meeting in April on the 17th

South Carolina Breakfast Club:

Please use the following link to access the latest in scheduling:

<http://southcarolinabreakfastclub.com/2021-schedule>

Young Eagles Report

Lee Miller

Young Eagles Coordinator

'Tis nearly springtime and along with birds, bees, flowers, and trees comes the yearning to do outdoorsy stuff. We are hoping that the trend in COVID #s in SC of the last few days catches on and continues. In the last couple of weeks we've had the first several days of <1000 new cases each and that is definitely a good sign. We are hoping that our target of returning to some Young Eagle Activity by April or May will prove realistic and doable.

Meanwhile, we have some contacts that are waiting in the wings and expect that more will be "in line" by the time we do start the program back up. Hopefully we will be having regular in person meetings by about the same time frame.

If you know of a young person that meets the requirements to be a Young Eagle (see the EAA.ORG website for requirements) have their parents get in touch with Liz or Lee so we can get their information and contact them when rides become available. Also if you are a pilot and wish to stay or become involved in flying YE's, please make sure your training and background checks are up to date with EAA. It's time to get our ducks in a row so as to have the necessary assets to get the program up and running again without delay when conditions for some amount of close contact again become apparent.

Thank you to all the chapter members who support and have supported the Young Eagles program during my tenure as Coordinator and before. It has been a privilege to serve the chapter and the youth of the lowcountry.

February Meeting Summary

Glen Phelps

There is not much to report, since we again decided to forgo an in-person gathering. The same will be true for the March meeting, as we wait to see how the "numbers" are going.

But, we are looking forward to having our first in-person gathering in April! This was mentioned in the President's report at the beginning of the newsletter. There are some things that will be different for this meeting. The first is that it will not be on the first Saturday of the month, but the third. The second is that we are reserving this for currently paid up members and one guest per member and will include a cost free lunch. We are doing this to recognize our members that have continued to support the chapter during the pandemic and second, and this has the will also keep the gathering to a manageable group size since we are still having to consider and mitigate any spread of the virus. We consider this a stretch, since we certainly don't know how the numbers by early April will be, but from the current trend, feel we can take this opportunity.

For those current members of the chapter, this is how we will proceed to the April 17th gathering. We ask that you RSVP, (respond if you intend to be present on the 17th) and if you will be bringing a guest. You can do this by sending me an email to me at: phelpsglena@gmail.com If you do intend to be present, I would appreciate you emailing me with the link above and letting me know. This way we can do appropriate planning for the event.

This will be the menu for the meal which will be provided at no cost to the attendees:

Fried chicken
Bbq
Mac & cheese
Rolls
Banana pudding

Some Additional Reading

Glen Phelps

More Information on the Kobe Bryant Incident

While you probably all have seen multiple reports of the helicopter crash that claimed the life of Kobe Bryant, I am going to provide you with two articles that I have taken from AVweb. As I have said before, I certainly encourage you all to subscribe to this very worthwhile news source. I believe it a source of reliable and timely information for the aviation enthusiasts.

In this first article, the presentation by the NTSB is presented. What I find interesting, is the fact that this determine was published in a “timely” manner. As high profile as it is, sometimes the NTSB holds back not wanting to influence legal groups that for obvious reasons in gleaming information that will be sued in the inevitable law suites. There have been numerous stories and conspiracy theories that have been put forward that really have no credibility. You can read this article by clicking this [Link](#).

This second article concerning the subject of the Kobe Bryant incident is in the next AVweb article. In this article, which is a video presentation by Paul Bertorelli, a further analysis is done, and I found it quite informative. Too many times we forget what the physiological problems with instrument flight, and certainly the problems with spacial disorientation, vertigo or the “leans”. It is good to listen to the details Paul presents. You can access that article by clicking this [Link](#).

Terrefugia Flying Car

Many of you have heard or may be following the development of the Terrefugia, a transition road-able flying car. This had been a dream of many over the history of flying cars, and some have had some success. But the Terrefugia aimed to be in the light sport category which would have enormous implications. It just recently did obtain a special light sport certificate and was aiming to be approved for road use soon. Unfortunately, it seems there are more difficulties as this article will show. Click on this [Link](#) for that AVweb presentation.

Real Competitive Flying

A friend of mine in the Charlotte area sent me this information. It is a competition in remote controlled airplanes. One might think that the current drones have the most flexibility, but this clearly demonstrates this might not be true. It can easily be seen that this event has to be conducted “inside” since any wind might really mess things up. While the flying demonstrates the ability of the “machine”, you have to hand it to the “pilots” for keeping up with the flight. You can see this incredible video by clicking this [Link](#). It does have me wondering if I should try this with the Cozy....well, maybe not...

Upcoming Aviation Events

Ron Malec

FAAST Blast - FAA Safety Briefing News Updates

As a subscriber to the FAA Safety Team Newsletter I will periodically provide updates on information that I believe will be beneficial to all members.

General Information

This month's information is taken from the November 2020, NASA Aviation Safety Reporting System (ASRS) *CALLBACK* Newsletter. ASRS captures confidential reports, analyzes the resulting aviation safety data, and disseminates vital information to the aviation community. For more information on ASRS go to <https://asrs.arc.nasa.gov/>. Maybe at a future meeting if the Sun, Moon, and Stars all align correctly I can give an overview presentation on ASRS or we can do a little "What would you have done?" from the semi-annual *CALLBACK* 'What Would You Have Done?' issues.

This month, I will share one of the *CALLBACK* reports that explores the occasionally obscure, but usually complex, relationships among airmanship, proficiency, and automation at multiple levels.

Airmanship and Automation

The skill of mastering automation in today's state-of-the-art aircraft should arguably be included in any modern discussion of proficiency and airmanship. Automation has, in recent years, experienced tremendous growth and currently enhances most phases of flight. Procedures for communication, clearances, weight and balance, taxiing, takeoff, departure, intermediate routing, arrivals, and approaches have all seen extensive change and improvement.

Automation affords many advantages, but it can also lure a pilot or crew into a false sense of security. Complacency becomes a comfortable foe. Simply put, in the mental game, the pilot must think in an expanded dimension, staying not only ahead of the airplane, but ahead of the automation that is controlling the airplane as well. If automation at any level produces unexpected action, then surprise, confusion, loss of situational awareness, or other human factors may have negative results that impact flight safety, even at the lowest levels of automation.

Examine the dynamic interactions, and observe how quickly a situation may deteriorate and jeopardize flight safety. Also investigate the stimuli that introduced the problems, and ponder the human factors involved.

Instructor Blues in a Gray Sky

This instructor experienced an aircraft malfunction in stressful conditions and a low level of automation. The result was a decrease in personal performance and proficiency.

■ *This was my third flight for the day of IFR training and the third plane for the day. The weather minimums and visibility were within limits for the flight. The first part of the flight was [from ZZZ] ...into ZZZ1 and...ended with a full stop and taxi-back...for an IFR departure to pick up the LOC-D [approach] back into ZZZ....*

We were cleared for the approach. The student, under my supervision, flew the approach. When we descended to 1,500 feet, the heading indicator and attitude indicator showed slight precession and tilting, and we did not have the runway in sight. We were returned to ATC...to try it again. This happened twice for the student. Upon the missed [approach], I took the controls and I tried the approach. The attitude indicator, in my opinion, was having a problem, so I treated it as a partial panel. I covered the attitude indicator so it would not distract me. I did not have the runway in sight, so I was returned to ATC...to intercept the localizer.... The flight was supposed to be short, but with the many attempts, the weather was getting worse. I was asked by ATC if I would like to divert to ZZZ1. I proceeded to initiate a climb, but the heading indicator was precessing, and I ended up being 180 degrees off course.

ATC helped me get back on course, but I was having issues with maintaining heading and altitude. ATC asked me if I was having an issue, and I told them I was having a problem with my attitude and heading.... ATC then diverted traffic to assist me. I was given turn-by-turn headings but...lost altitude.... Once I recovered, I was asked if I could use GPS to [proceed] direct to fixes. I confirmed that I could. I maintained heading and altitude,... was vectored to intercept the glideslope and localizer to ZZZ1, and landed there.

I have reviewed this flight to the best of my memory. When I checked the weather prior to the flight, apparently, I made an error. I will review my weather minimums before attempting another flight in the future under the same conditions.

Notes: (1) *Italicized text* is the ASRS Report Narrative; (2) [] Indicates Clarification made by ASRS.

Airshow and Fly-in Schedule

- 2021 Airshows / Fly-ins
 - **CANCELLED** – NAS Jax Airshow, NAS Jacksonville, Jacksonville, FL, (KNIP)
 - 13-18 April – Sun-n-Fun Aerospace Expo, Lakeland Linder Regional Airport, Lakeland, FL (KLAL)
 - **CANCELLED** – MCAS Beaufort Airshow, MCAS Beaufort, Beaufort, SC (KNBC)
 - 20-26 Sep – Triple Tree Fly-in, Triple Tree Aerodrome, Woodruff, SC (SC00)

Blue Skies - Stay Safe and Fly Safe

Treasurer's Report

Aimee Pereira

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|--|-------------------|---------------------------------|
| Beginning Balance February Newsletter: | \$4,178.01 | |
| Deposits: | \$90.00 | (\$50 - donation and \$40 dues) |
| Expenses: | \$0.00 | |
| Ending Balance for February: | \$4,268.01 | |

The Executive Committee has decided to keep the dues at the \$20 level for the remainder of 2021. This decision was made since most members had already taken the opportunity offered in the “special”, and that “normal” meetings might be more limited in 2021 due to concerns with the pandemic. We also hope that non-members might be encouraged to join at the reduced rate.

Dues payments may be paid in person at the next meeting or sent to the following address:

Aimee Pereira
107 Timberlake Ct
Summerville, SC 29485

If you are not sure if your dues are paid for 2021 or have any questions, I can be reached via email at ea477.treasurer@gmail.com.